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We have about 150 to 200 Men's Cassimere and Cheviot Suits, in light and medium colors, that earlier in the season sold for \$15 and \$18. Until disposed of we will give you choice of any suit in this lot for

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THE WHEN

MURPHY, HIBBEN & CO., Importers, Jobbers

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We offer for IMMEDIATE USE and FUTURE DEMAND, a full line of SWEATERS, GUERNSEYS and CARDIGANS, all colors, all sizes—Men's and Boys'. Complete line of NECKWEAR for Fall, on sale this week, includes all the new shapes in Four-in-Hands, Tecks, Bows, etc., and radically new effects in Tie Silks and Fur-trimmed.

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Every Pair of McKee & Co.'s CHAMPION BOOTS

Is pegged by hand, in the good old way, just as was done years ago. The CHAMPION is a whole stock Stoga Boot, as good as your cobbler can make, at a figure that permits you to compete with machine-made goods. Write for samples and prices.

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136 & 138 S. MERIDIAN ST. AND 35 & 37 MCCREA ST., INDIANAPOLIS.

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LELAND CIGAR

BIG FOUR

THE OFFICIAL ROUTE TO THE National Encampment

G. A. R.

At PITTSBURG, Pa.

\$8 ROUND TRIP \$8

And corresponding rates from all points on the Big Four lines. Tickets will be good going on all trains Sept. 5 to 10, good returning until Sept. 25. The Department train will leave Indianapolis at 8 p. m. Saturday, Sept. 8, and run through to Pittsburgh without change, via Gallion and Youngstown, reaching there early Sunday forenoon in ample time to locate quarters by daylight. Returning tickets will be good via Cleveland, giving passengers an opportunity to see the Garfield and Soldiers' monuments at that place; also to take advantage of cheap side trips to Detroit, Put-in-Bay, Niagara Falls and many other points. Call early at Big Four offices, No. 12, Washington st., 38 Jackson place and Union Station, and secure sleeping car accommodations on the Department Head-quarters Train.

H. M. BRONSON, A. G. P. A.

THE C. H. & D. R. R. has been selected as the OFFICIAL ROUTE for the KNIGHTS of PYTHIAS CONCLAVE at WASHINGTON, D. C. All Unaffiliated Knights will go via C. H. & D. R. R. A special train will leave Indianapolis at 8:15 p. m. Saturday, Aug. 25, and arrive at Washington at 11:30 a. m. Sunday, Sept. 2, with privilege of extension to Sept. 15.

For tickets, sleeping car space and full information, call at ticket office, No. 2 West Washington street, or Union Station.

I. D. BALDWIN, D. P. A.

MONON ROUTE

(Louisville, New Albany & Chicago Ry. Co.)

The Vestibuled Pullman Car Line

LEAVE INDIANAPOLIS. No. 30—Chicago Limited, Pullman Vestibuled Coaches, Parlor and Dining Cars, daily.....11:50 a. m. Arrive Chicago, daily.....6:30 p. m. No. 35—Chicago Night Express, Pullman Vestibuled Coaches, Parlor and Dining Cars, daily.....12:35 a. m. Arrive Chicago, daily.....7:40 a. m. No. 10—Monon Accommodation, Pullman Vestibuled Coaches, Parlor and Dining Cars, daily.....4:00 p. m. ARRIVE AT INDIANAPOLIS. No. 35—Vestibule, daily.....2:45 p. m. No. 30—Vestibule, daily.....1:25 a. m. No. 10—Monon Accommodation, Pullman Vestibuled Coaches, Parlor and Dining Cars, daily.....11:20 a. m. For further information call at Union Ticket Office, corner Washington and Meridian streets, Union Station and Massachusetts avenue.

I. D. BALDWIN, D. P. A.

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WAREHOUSEMEN, FORWARDING AND COMMISSION MERCHANTS.

Money advanced on consignments. Registered receipts given. Nos. 252 to 273 NORTH PENNSYLVANIA STREET. Telephone 1313.

Sunday Journal

By Mail, to Any Address.

Two Dollars per Annum

WAGON WHEAT 48¢

ACME MILLING COMPANY, 852 West Washington street.

HE WILL NOT SIGN IT

Cleveland Firm in His Determination as to the Tariff Bill.

In Spite of Persistent Democratic Prayers He Will Let the Measure Become Law Without His Signature.

J. K. JONES'S STATEMENT

The Arkansas Statesman's History of the Tariff Contest.

Inside Facts Regarding the Sugar Schedule and How It Was Agreed On—Girl Crank at the White House.

WASHINGTON, Aug. 26.—The tariff bill will become law to-morrow night without the President's signature. It was learned to-day that at the Cabinet meeting Friday, which was quite prolonged, a persistent effort was made to induce President Cleveland to sign the tariff bill, instead of permitting it to become a law without his signature. Those efforts were supplemented by the arguments of a number of the leaders of the House, and they were continued yesterday by both Cabinet officers and members of Congress. Several of these gentlemen, more extensible by nature than others, are alleged to have been almost frantic in their appeals to Mr. Cleveland to sign the bill, and so avoid adding to the difficulties many Democrats will have to contend with in their struggles for re-election.

At least two or three of these distinguished visitors affected to believe that some impression had been made upon the President, and that there was yet a substantial possibility that he will sign the bill. Those who expressed such a hope, however, were very few, indeed. The great majority are convinced that Mr. Cleveland has decided to let the bill pass in his own mind and that the bill will be returned to Congress as a law Tuesday without the presidential signature. They say that His Excellency cannot now, with good reason, sign the bill.

By his delay the Whisky Trust has been enabled to save millions of dollars, the difference between 30 cents and \$1.10 a gallon, by making their stock out of bond. The government would have had this difference in the treasury instead of allowing it to go into the pockets of the trust had the bill been promptly signed on its passage. If the President should, at the last moment, sign the measure, the criticism would at once go forth to the country that his delay had resulted in injury to everybody except the Whisky Trust, and that if the bill is to be signed at all the act should have been done to save an immense and important sum for the government treasury. This one fact, argue these gentlemen, precludes all idea of presidential signature, and, in fact, nothing of the apparent determination at the outset that the bill should become a law by the expiration of the session, ten days within which it must be signed, if signed at all.

Mr. Cleveland is said to listen very kindly to those anxious statesmen who pray him to sign the measure, and thus make a tariff easier for the country. He is said to be also listening with a faraway look in his eyes which betokens an absence of mind. He is said to be listening, and praying, however, without intermission, and will continue until the last possible moment. This evening, the President told one of his visitors that he believes it would be better for the Democrats to win the national elections of 1896 if the Republicans should have a majority of the House, and so that the tariff bill would be returned to Congress. While this rumor is given credence in some quarters, it is, generally speaking, pronounced so foreign to the President's character and sense of vision of Mr. Cleveland as to be unworthy of a moment's discussion.

"The story is completely absurd," said one of the President's secretaries this evening. "While I myself would like to know what he will do, I do not think the best way of disposing of it from a partisan point of view is to say that he will do whatever he does because it is the only thing his conscience will let him do. The President is a man of great force of mind and will, and he will do whatever he deems right. He will not be swayed by the arguments of Democratic leaders for mere party interest, and he will not be swayed by the arguments of Republican leaders for mere party interest. He will do what he deems right, and that is all that matters."

SENATOR WOLCOTT RETURNS.

And Tells of the Sentiment in Europe as Regards Bimetallism.

NEW YORK, Aug. 26.—Senator Wolcott, of Colorado, accompanied by his wife and stepson were passengers on La Normandie, which arrived to-day. Senator Wolcott said that during his trip abroad he had spent much of his time in England, France and Germany, the three countries most interested in the silver question. In Germany the feeling was most entirely in favor of bimetallism, but that country would make no move until England took the initiative. In England, Balfour and Chamberlain favored bimetallism, and thought that the system adopted in India was not satisfactory. Gladstone was opposed to bimetallism, and Lord Rosebery would express no opinion on the question. The Senator thought the time was not far distant when there would be an international agreement on the subject.

FROM AN ALMOST CLEAR SKY.

Bolt of Lightning Kills One Sunday Bather and Shocks Another.

ATLANTIC CITY, N. J., Aug. 26.—A single flash of lightning coming from an almost cloudless sky this afternoon killed William Carr, aged twenty, of this city, who was bathing near the foot of Georgia avenue, and so shocked Mrs. Rachel Farrington, who was bathing with him, that her condition is extremely critical. The same flash rang the fire alarm, split a telegraph pole and tied up traffic on the electric railroad.

Long-Distance Tramp and His Dog.

RUSSELLVILLE, Ky., Aug. 26.—Champion Fred Miller, the long-distance tramp, and his dog Guess arrived here last night, and remained until morning. Miller is on his way back to New Orleans, and his dog, which was with him, is in good condition. Miller expressed his confidence in being able to win the \$1,800 reward offered by the New York sporting club, also to break all previous long-distance walking records. He is not allowed to beg, and can only rely on the hospitality of the public.

SEA OF AZOV SWEEP

Sad Havoc by a Hurricane in the Southern Part of Russia.

Villages Razed and Vessels Sunk by a Hurricane That Sped Along with Frightful Velocity.

PROBABLY 1,000 LIVES LOST

Two Parties of American Tourists Believed to Have Perished.

Junction Effected by Two of the Chinese Armies in Corea—East Indian Valley Swept by the Waters of a Lake.

JOHN NEWELL DEAD

HIS DEMISE DUE TO A SUDDEN ATTACK OF APOPLEXY.

His Daughter, Mrs. James R. Garfield, at the Beside When the End Came—Career of the Railway President.

CLEVELAND, O., Aug. 26.—John Newell, president and general manager of the Lake Shore & Michigan Southern Railroad Company, died at Youngstown, O., at 2:30 o'clock this afternoon of apoplexy. Mr. Newell was at Pittsburgh yesterday and he was on his way from that city to Cleveland, Pa., for a few days' rest when he was taken ill. When his car reached Youngstown he was too ill to proceed further. A physician was called and he was removed to a hotel. He was then seized with apoplexy, his left side being paralyzed. Physicians were summoned from this city and Pittsburgh, but he could do nothing for him. His daughter, Mrs. James R. Garfield, of Mentor, was called by telegraph and she reached her father's bedside at noon with her brother, John E. Newell, of Cleveland. He was still conscious at that time, but could not speak. Death came painlessly at a half hour later. Mrs. Newell and another daughter are now on their way from Northampton, Mass., and Mr. Newell's son, A. B. Newell, superintendent of the western division of the Lake Shore, has been summoned from New York. No arrangements for the funeral have yet been made. The body will be brought to Cleveland to-morrow morning on a special train and will be met here by Mrs. Newell and the other members of the family. The funeral will be held at 10 o'clock, at which the city and county will be represented. Mr. Newell was sixty-four years of age. He entered the railway service in 1857 as a roadman and was afterward assistant engineer of the Central Vermont railroad, and later on worked on the extension of the Champlain & St. Lawrence railroad and in 1883 he surveyed the route of the railroad from Louisville to Cincinnati. In 1885 he was engineer of the old Lake Shore railroad and from 1887 to 1893 he was president of the Lake Shore & Michigan Southern railroad. From 1893 to 1895 he was president of the Cleveland & Toledo railroad, and from 1895 to 1897 he was president of the Lake Shore & Michigan Southern railroad. Mr. Newell was an indefatigable worker, and it is doubtful if there was another railroad man in the country who had so great a capacity for work as he. He was a strict disciplinarian, and it was his aim to have the Lake Shore in the very best of equipment the best railroad in the country. While Mr. Newell was in Cleveland last Friday he did in six hours work that would have taken an ordinary man two weeks to perform.

George Barrett.

LONDON, Aug. 26.—George Barrett, comedian, brother of Wilson Barrett, is dead.

MANY PERSONS HURT

COLLAPSE OF A BRIDGE IN A KANSAS CITY PARK.

D. M. Parry, of Indianapolis, Among the Injured—Six Passengers Hurt by a Car Leaving the Track.

KANSAS CITY, Mo., Aug. 26.—By the collapse of a bridge over a ravine at Fairmount Park, this evening, fifty persons were precipitated to the ground, a distance of fifteen or twenty feet, and twenty of them were more or less injured. The most seriously hurt are: NETTIE REDMOND, Atchison, Kan., fractured arm; HATEMAN, Kansas City, two ribs broken; BOYCE, Ellis, Kan., internally injured; D. M. PARRY, Indianapolis, two ribs broken; MYERS, Chanute, Kan., knee badly injured; FANNIE MOORE, Ottawa, Kan., left foot mangled; L. A. HAMLIN, New York, right foot badly injured. The others received bad bruises and broken bones. None of those injured is in danger.

Six Persons Injured.

ORANGE, N. J., Aug. 26.—An accident occurred this afternoon on the electric line of the Suburban Traction Company, near Eagle Rock, a well-known pleasure resort, by which a number of persons were injured. As far as can be learned those hurt are: JOHN LLOYD, fifty years old, right arm taken off at the elbow; FRANK DAVIS, arm broken; HENRY LLOYD, badly cut, bruised and soiled; MARGARET HALLAHAN, severely bruised about the chest; MICHAEL PINNEHAN, very severely injured; WILLIAM A. LLOYD, badly cut and bruised.

DEFAUDRED CREDITORS.

Flight of Two New York Dealers in Horses and Carriages.

NEW YORK, Aug. 26.—Benjamin and Morris Kraus, constituting the firm of Kraus Brothers, dealers in horses, carriages and harness, in Brooklyn and New York, are missing, leaving their creditors to mourn their loss. It is said that they have disposed of nearly \$75,000 worth of goods, secured for the most part on four months' time, and they have decamped with the proceeds. They laid in large stocks of carriages, wagons and harness on four months' credit. They bought from city dealers and from others all over the country. This stock was disposed of at auction, cut rates of any other way to get rid of it on a cash basis. Most of their notes fell due Aug. 1 and they still had about \$20,000 worth of stock. They asked for and secured a loan of \$5,000 from Bloomingdale Brothers of this city, and gave a chattel mortgage for \$10,000 to cover this loan and back rent. Since then they have not been seen.

Wounded Six Young Men.

ALBANY, N. Y., Aug. 26.—Stephen Albright, a fifteen-year-old boy, between 2 and 3 o'clock this morning fired a heavy load of shot into a crowd of eight young men and injured six of them, named Edward Frazier and Edward Lary, seriously.

Evangelist Barnes for Breckinridge.

LEXINGTON, Ky., Aug. 26.—George O. Barnes, the well-known evangelist, preached a sermon to-night, in which he begged all Christians to vote for Colonel Breckinridge. It created a tremendous sensation.

Chinese to Lose Their Heads.

LONDON, Aug. 26.—The Times to-morrow will publish a dispatch from Tien-Tsin, dated Aug. 25, stating that General Yeh with four thousand men, has effected a junction that an imperial edict has been issued in connection with the outrages perpetrated on missionaries and the murder of Rev. James Wylie, a Presbyterian missionary, who was recently killed at Liaoyang by Chinese soldiers. The edict condemns the Chinese officers responsible for the outrages and orders that the actual murderers be beheaded. It is further ordered that the chapels which have been destroyed be rebuilt at the expense of the people in the localities where the outrages were committed, and that compensation be paid relatives of Mr. Wylie. The Tsung Li Yamen, or Supreme Council, has also issued an edict expressing deep regret to the British minister because of the outrages.

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